

*Chesapeake Landing, Inc.*

SUITE 603

125 EAST 23RD STREET

NEW YORK, N. Y. 10010

TELEPHONE: (212) 777-6330

August 30, 1977

Mr. William R. Nuttle  
W. R. Nuttle, Inc.  
Chestertown, Maryland 21620

Dear Mr. Nuttle:

Will you please send us six copies of the map "Plat of a  
Survey of Sections of Chesapeake Landing".

This is the map you made for us which is dated October,  
1973.

Very truly yours,

CHESAPEAKE LANDING, INC.

By:

*Rose Deury*

rd/

*Chesapeake Landing, Inc.*

POST OFFICE BOX 92  
CHESTERTOWN, MARYLAND 21620  
TELEPHONE-AREA CODE 301, 778-2620

NEW YORK OFFICE:  
25 WEST 43RD STREET  
NEW YORK, N. Y. 10036  
(212) 947-2224

December 3rd, 1973

Mr. William R. Nuttle  
Chestertown  
Maryland 21620

Dear Mr. Nuttle:

Will you please send us six additional copies of the map you made in October, "Plat Of A Survey Of Sections of Chesapeake Landing", being the area on Buckneck Landing Road and Route 298, which also shows the area zoned for business.

Very truly yours,

CHEESAPEAKE LANDING, INC.

By:

*Rose Henry*

rd/

*Chesapeake Landing, Inc.*

POST OFFICE BOX 92  
CHESTERTOWN, MARYLAND 21620  
TELEPHONE-AREA CODE 301, 778-2620

November 9, 1973

NEW YORK OFFICE:  
25 WEST 43RD STREET  
NEW YORK, N. Y. 10036  
(212) 947-2224

Mr. William R. Nuttle  
W. R. Nuttle, Inc.  
Chestertown, Maryland

Dear Mr. Nuttle:

Mr. Acosta forwarded me your survey of the frontage we own along Route 298 at Chesapeake Landing.

I had hoped that you would show on the survey the extent of the present business zoning which I understand is 600 feet from the Buckneck Landing Road corner, and 300 feet in depth.

You have marked "Business Area" on the 2.450 acre parcel. While this information was on our original map, it is no longer correct since this area is not zoned for business and should not be so marked on your survey.

Our purpose in ordering this work was to bring the map up to date and give us something we could use if we offered the three tracts for sale.

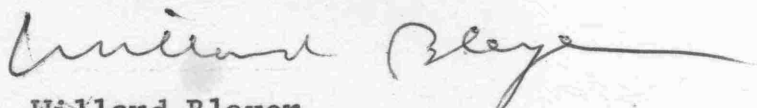
I would appreciate your sending me revised prints at your earliest convenience.

I have one other question. According to your survey, Kent Court has a "Y" shaped entrance off Buckneck Landing Road and Route 298. If this is the way we dedicated the property to the County, okay; but I am disappointed if this is the way Mr. Burgess filed the map because it cuts up the business area.

I would be much happier if the only exit from Kent Court would be to Buckneck Landing Road.

Sincerely yours,

CHESAPEAKE LANDING, INC.



Willard Bleyer  
Vice President

WB:rs

cc to: Robert Acosta

November 17, 1973.

Mr. Willard Bleyer  
Chesapeake Landing, Inc.  
25 W. 43rd St.  
New York, N.Y. 10036

Dear Mr. Bleyer:

Enclosed are copies of the plat of a section of Chesapeake Landing showing the zoning district lines. I checked with the zoning office, and they gave me the same dimensions that you had mentioned in your letter.

I also checked the status of Kent Court. In November 1968 Lake Resort Construction conveyed to the county a number of the roads in Chesapeake Landing by deed EHP 29/480. Kent Court was one of them, and it was described as being 703' long. This would have to include both arms of the "Y"; both entrances off of Md. Rte. 298 and Buckneck Landing Road. In the absence of a better description, I would have to assume that the county now owns all of the road as shown on the subdivision plat.

Sincerely yours,

## BUSINESS AREA

Beginning for the same at an iron pipe on the north side of Buckneck Landing Road, said point being the southwest corner of the herein described lands and the southeast corner of Lot 1, Millbrook Section 1, Chesapeake Landing; and running, thence, by and with said Lot 1 N 13 02 20 E - 145.01' to an iron pipe at the southeast corner of Lot 57; thence, by and with said Lot 57 N 04 19 40 E - 154.78' to an iron pipe on the south side of Millbrook Drive; thence, by and with the south side of Millbrook Drive and the southwest and west sides of Kent Court the seven following courses and distances: (1) along an arc the radius of which is 285' and the length of which is 68.38' to an iron pipe, (2) N 78 00 E - 63.38' to an iron pipe, (3) along a curve to the right the radius of which is 100' and the length of which is 116.12' to an iron pipe, (4) S 35 28 E - 107.07' to an iron pipe, (5) along a curve to the right the radius of which is 150' and the length of which is 126.56' to an ~~ancient~~ ~~ancient~~ ~~ancient~~ monument, (6) S 12 52 30 W - 122.47' to a concrete monument, and (7) along a curve to the right the radius of which is 25' and the length of which is 39.34' to the north side of Buckneck Landing Road; thence, by and with the north side of said road N 76 57 40 W - 313.54' to the place of beginning. Containing in all 2.450 acres of land, more or less.

November 1, 1973.

William R. Nuttle.

DESCRIPTIONS OF THREE PARCELS OF THE LAKE RESORT CONSTRUCTION CO., INC. LANDS, THIRD DISTRICT, KENT COUNTY, MD.

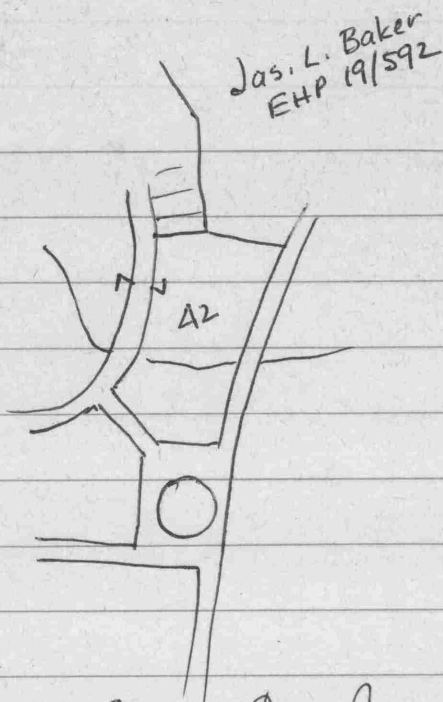
PARCEL 1

Beginning for the same at an iron pipe on the east side of Sheldrake Drive, said point being the northwest corner of the herein described lands and the southwest corner of Lot 48, Sportsman's Section 1, Chesapeake Landing; and running, thence, by and with the south side of said Lot 48 S 85 10 E - 150.00' to an iron pipe and the lands of James L. Baker; thence, by and with said Baker lands S 74 52 30 E - 238.00' to an iron pipe on the west side of Md. Rte. 298 (60' wide); thence, by and with the west side of Md. Rte. 298 along a curve the chord of which is S 17 37 40 W - 635.88' and S 06 11 30 W - 19.12' to an iron pipe and a fillet curve at the intersection of said road and Kent Court, a subdivision road of Chesapeake Landing; thence, by and with the north and northeast side of Kent Court and the east side of Sheldrake Drive the eight following courses and distances: (1) along a curve to the right the radius of which is 25.00' and the length of which is 39.27' to an iron pipe, (2) N 83 48 30 W - 126.56' to an iron pipe, (3) along a curve to the right the radius of which is 150.00' and the length of which is 126.56', (4) N 35 28 W - 131.10' to an iron pipe, (5) along a curve to the right the radius of which is 100.00' and the length of which is 106.47' to an iron pipe, (6) N 25 32 E - 245.00' to an iron pipe, (7) along a curve to the left the radius of which is 550.00' and the length of which is 198.71' to an iron pipe, and (8) N 04 50 E - 26.50' to the place of beginning. Containing in all 5.454 acres of land, more or less.

CIRCLE

A circle of land the radius of which is 166.44', located at the intersection of the north side of Buckneck Landing Road and the west side of Md. Rte. 298, the center of which, marked by an iron pipe, is N 76 02 50 E - 179.30' from a concrete monument at the southeast corner of the Business Area and designated as No. 1 on the plat of Millbrook Section 1, Chesapeake Landing. Containing in all 0.817 acres of land, more or less.

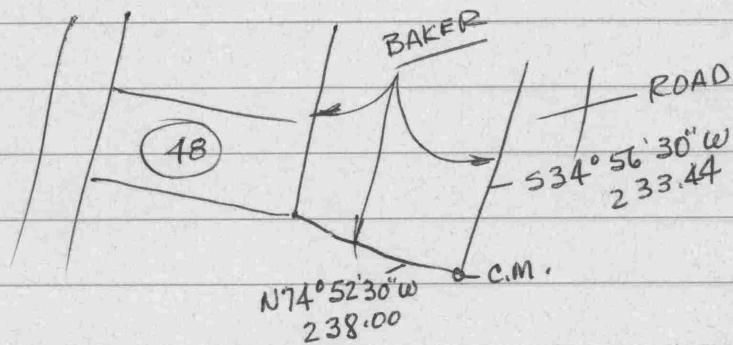
Map 27



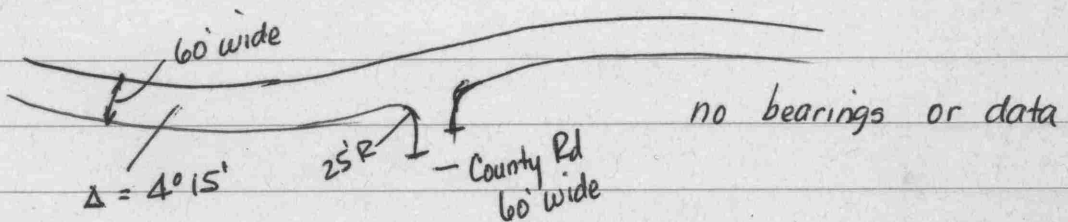
42 - Lake Resort Const. Co., Inc. WHG 70/637

Le Sage farm - 229 acres

EHP 19/592

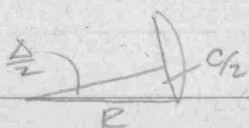


Md. Rte. 298 - S.E.C. Plat 9381





$$\begin{array}{r} 17\ 37\ 38 \\ 06\ 11\ 30 \\ \hline \Delta/2 = 11\ 26\ 08 \\ C = 635.88 \end{array}$$



$$\sin \frac{\Delta}{2} = \frac{C}{2R}$$

$$R = \frac{C}{2 \sin \frac{\Delta}{2}} = 1327.85$$

$$\Delta = 16422$$

$$\begin{array}{r} 1327 \\ 60 \\ \hline 1267 \end{array}$$



$$\begin{array}{r} 06\ 11\ 30 \\ 45 \\ \hline 51\ 11\ 30 \\ 25\ 32 \\ 10\ 21 \\ \hline 15\ 11 \end{array}$$

$$\begin{array}{r} 83\ 48\ 30 \\ 24\ 10\ 15 \\ \hline 59\ 38\ 15 \end{array}$$

$$\begin{array}{r} 34\ 88 \\ 30\ 30 \\ \hline 4\ 58 \end{array}$$

Curve #1

$$R = 25$$

$$\Delta = 90^\circ$$

$$L = 39.27$$

$$t = 25 \checkmark$$

$$C = 35.36$$

$$\Delta = 178$$

Curve #2

$$R = 150$$

$$\Delta = 48^\circ 20' 30''$$

$$L = 126.56$$

$$t = 67.32 \checkmark$$

$$C = 122.84$$

$$\Delta = 1086$$

Curve #3

$$R = 100$$

$$\Delta = 61^\circ 00'$$

$$L = 106.47$$

$$t = 58.90 \checkmark$$

$$C = 101.51$$

$$\Delta = 950$$

Curve #4

$$R = 550$$

$$\Delta = 20^\circ 42'$$

$$L = 198.71$$

$$t = 100.45 \checkmark$$

$$C = 197.63$$

$$\Delta = 1180$$

Curve #1

$$R = 285$$

$$L = 68.38$$

$$\Delta = 130^\circ 44' 49''$$

$$C = 68.22$$

$$\Delta = 93$$

Curve #2

$$R = 100$$

$$\Delta = 66^\circ 32'$$

$$L = 116.12$$

$$t = 65.60$$

$$C = 109.71$$

$$\Delta = 1219$$

Curve #3

$$R = 150$$

$$\Delta = 48^\circ 20' 30''$$

$$L = 126.56$$

$$t = 67.32$$

$$C = 122.84$$

$$\Delta = 1087$$

Curve #4

$$R = 25$$

$$\Delta = 90^\circ 09' 50''$$

$$L = 39.34$$

$$t = 25.07$$

$$C = 35.41$$

$$\Delta = 179$$

$$\begin{array}{r} 35\ 27\ 60 \\ 24\ 10\ 15 \\ \hline 11\ 17\ 45 \end{array}$$

$$\Delta = 2369$$

$$\begin{array}{r} 24\ 10\ 15 \\ 23\ 69\ 75 \\ 11\ 17\ 45 \\ \hline 12\ 52\ 20 \\ 33\ 16 \\ 78 \\ \hline 111\ 16 \\ 179\ 60 \\ 111\ 16 \\ \hline 68\ 44 \end{array}$$

$$\begin{array}{r} 34\ 27\ 60 \\ 24\ 10\ 15 \\ \hline 10\ 17\ 45 \end{array}$$

$$\begin{array}{r} 45\ 04\ 55 \\ 12\ 52\ 30 \\ \hline 57\ 57\ 25 \end{array}$$

$$\begin{array}{r} 7104 \\ 68\ 44 \\ 33\ 16 \\ \hline 35\ 28 \end{array}$$

$$\begin{array}{r} 78 \\ 33\ 16 \\ \hline 111\ 16 \end{array}$$

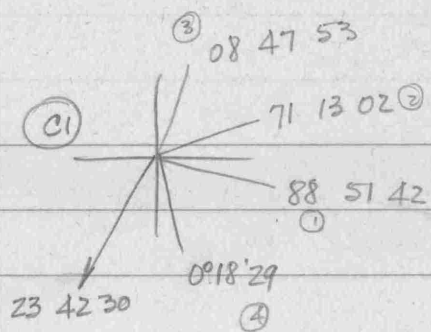
$$\begin{array}{r} 2\ 12\ 104\ 50 \\ 06\ 52\ 25 \\ 78 \\ \hline 84\ 52\ 25 \end{array}$$

$$\text{Area} = \pi r^2$$

$$= 3.14159 \times 106.44^2 = 35593 = 0.817 \text{ Ac.}$$

$$\begin{array}{r} 123.57 \\ 25.07 \\ \hline 148.64 \\ 308.31 \\ 148.64 \\ \hline 159.70 \\ 25.07 \\ 122.47 \\ 67.32 \\ \hline 214.86 \\ 25.07 \\ \hline 189.79 \end{array}$$





C1-A8-R7

L112°34'12" - 389.67

- R6

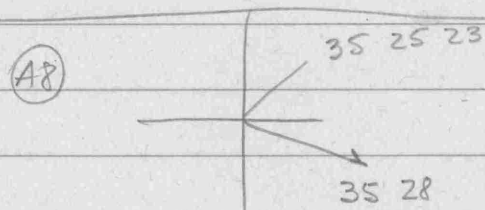
L132°29'28" - 168.83

- R5

R165°05'23" - 67.80

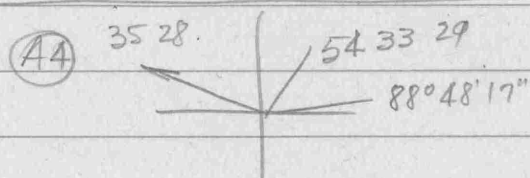
- R4

L24°00'59" - 59.50



A8-A4-R8

L109°06'37" 52.91



A4-A8-R9

R90°01'30" 49.99

- R10

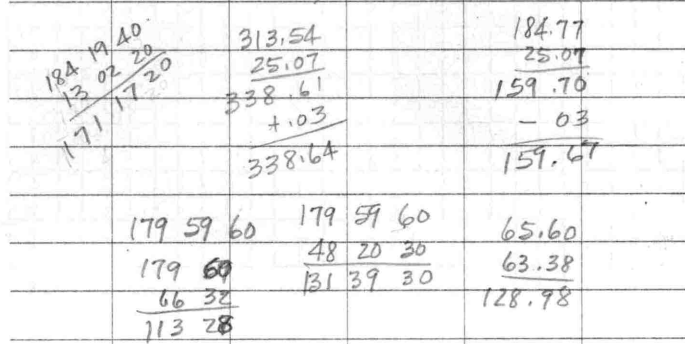
R124°16'17" - 258.40

	A4-A8	N35°28'W	239.99					5000 5195.46	5000 4860.75
	A8-R1	S78°00'W	128.98					5168.64	4734.59
	R1-R2	N 12°00'W	285					5447.42	4675.33
	R2-R3	S64°28'E	285					5324.57	4932.50
	R3-R4	N25°32'E	309.13					5603.51	5065.75
	R4-R5	N04°50'E	126.95					5730.01	5076.44
	R5-R6	S85°10'E	150					5717.37	5225.91
	R6-R7	S74°52'30"E	238					5655.27	5455.66
	R3-R8	S25°32'W	95.30					5238.58	4891.42
	R8-R9	S35°28'E	257.33					5028.99	5040.73
	R9-R10	S83°48'30"E	218.88					5005.39	5258.34
	A8-C1	L120°49'30" N23°42'30"E	510.65					5663.01	5066.07
D	C1-R7	S88°51'42"E	389.67						
	C1-R6	N71°13'02" E	168.83						
	C1-R5	N08°41'53"E	67.80						
	C1-R4	S0°18'29" E	59.50						
	A8-R8	N 35°25'23"E	52.91						
	A4-R9	N54°33'29"E	49.99						
	A4-R10	N88°48'17" E	258.40						
	R10-R11	N06°11'30"E	44.12					5049.25	5263.10
D	R11-R7	N17°37'38" E	635.88						
	A4-A2B	S12°52'30" W	189.79					4814.98	4957.71
	A2B-A2	S12°52'30" W	25.07						
	A2-B1	S76°57'40"E	159.70						
	B1-B1A	N13°02'20"E	106.44					4858.21	5131.72
D	B1A-A2B	S76°02'53" W	179.30						

Area north of sales office

Oct. 31, 1973

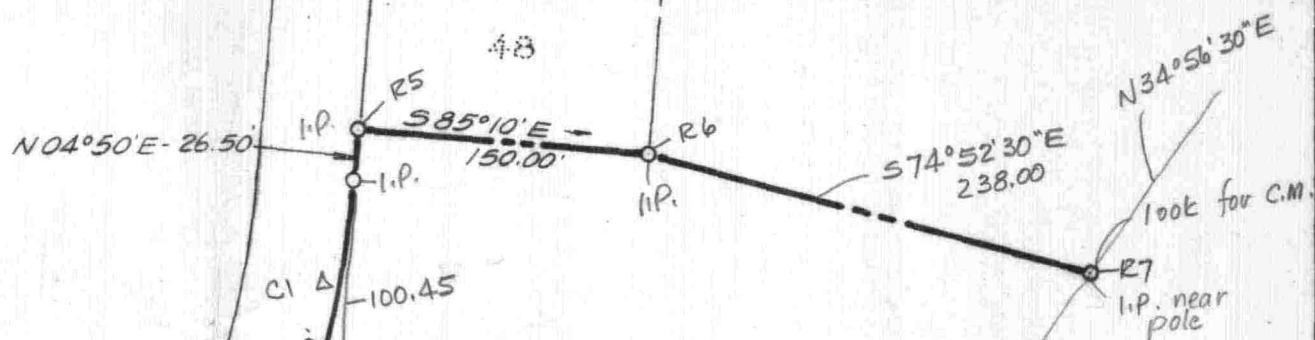
	S 85°10'E	150	252972				
	S 74°52'30"E	238	Net - 237584 5,454				
Ch'd	S 17°37'40"W	635.88				-16422	
	S 06°11'30"W	19.12					
Ch'd	S 51°11'30"W	35.36				+178	
	N 83°48'30"W	126.56					
Ch'd	N 59°38'15"W	122.84				+1086	
	N 35°28'W	131.10					
Ch'd	N 04°58'W	101.51				+950	
	N 25°32'E	245.00					
Ch'd	N 15°11'E	197.63				-1180	
	N 04°50'E	26.50					
	N 13°02'20"E	145.01	104311				
	N 04°19'40"E	154.78	106703 Net. <u>2,450</u>				
Ch'd	N 84°52'25"E	68.22				-93	
	N 78°00'E	63.38					
Ch'd	S 68°44'E	109.71				+1219	
	S 35°28'E	107.07					
Ch'd	S 11°17'45"E	122.84				+1087	
	S 12°52'30"W	122.47					
Ch'd	S 57°57'25"W	35.41				+179	
	N 76°57'40"W	313.54'					





SPORTSMAN'S I

JAMES L. BAKER



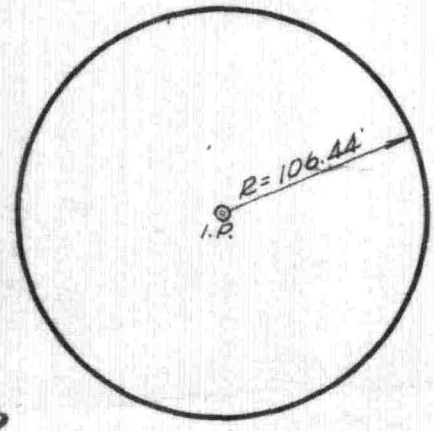
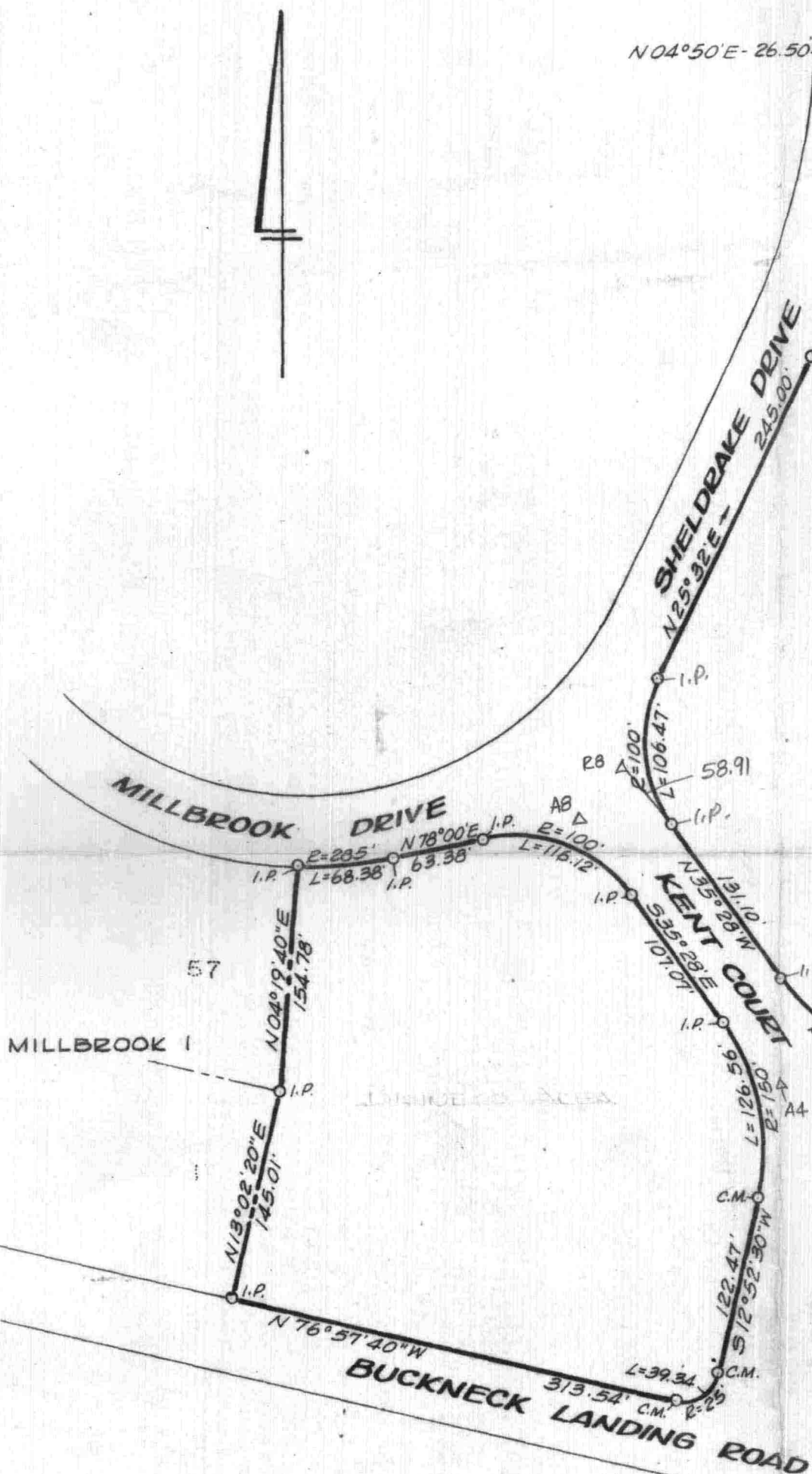
184 50  
25 32  
159 18

35 28  
25 32  
61 00

180  
61  
119

834 35 28  
180  
215 28

214 87 60  
83 48 30  
131 39 30



PLAT OF A SURVEY OF SECTIONS OF  
CHESAPEAKE LANDING  
3RD DISTRICT, KENT COUNTY, MD.

Scale 1"=100' Oct. 1973.  
William R. Nuttle, Reg. Surveyor  
Chestertown, Md.

88 48 17  
83 48 30  
172 36 47  
179 59 60  
172 36 47  
07 23 13